

CAPSULE SUMMARY SHEET

Survey No.: CH-463 (PACS B32) Construction Date: circa 1940

Name: Mile posts along the Southern Maryland Railroad

Location: East of 8505 Leonardtown Road, Hughesville, Charles County

Private/Transportation/Unoccupied/Good/Unrestricted

Description: Located on the east side of Leonardtown Road, south of Route 231, are two concrete mile posts associated with the Southern Maryland Railroad. The Southern Maryland Railroad line extends north-south through Hughesville, parallel with Leonardtown Road. The first mile post is located on the west side of the right-of-way and faces north. The post is inscribed with "MP 13". The second mile post is located on the east side, south of the first post. The second post faces south and is inscribed with "W". The railroad line has been abandoned and the tracks have been removed.

Significance: The presence or absence of a railroad could result in prosperity or economic depression for a nineteenth century community. Desire for a Charles County rail line was noted as early as 1854 in the Port Tobacco Times (Klapthor and Brown 1995: 138). The Southern Maryland Railroad Company was organized in 1872 "for the purpose of constructing a railroad, with the necessary branches, from Washington City...to Point Lookout, on the Chesapeake Bay" (Washington 1874: 5). The line was bought by the Washington and Potomac Railroad in 1886, and the United States government subsequently acquired the route in 1942 to supply the Patuxent Naval Air Station (Klapthor and Brown 1995: 140). Rand McNally's 1948 Handy Railroad Atlas of the United States refers to the line as W.B. & P.L., the Washington Brandywine and Point Lookout Railroad. State Directories and Gazetteers refer to the route by a series of names, but throughout the nineteenth and twentieth century, the railroad has been consistently referred to as the Southern Maryland. This rail line is no longer used. The mile posts do not represent any historic events or trends significant in the development of national, state or local history. The mile posts also lack distinctive design features or aesthetic value.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
MD 5 - Hughesville Project

DOE ___yes ___no

1. Name: (indicate preferred name)

historic

and/or common Mile posts along the Southern Maryland Railroad

2. Location:

street & number East of 8505 Leonardtown Road at railroad right-of-way ___ not for publication

city, town Hughesville ___ vicinity of congressional district

state Maryland county Charles

3. Classification:

Category	Ownership	Status	Present Use
___ district	___ public	___ occupied	___ agriculture ___ museum
___ building(s)	___ private	<input checked="" type="checkbox"/> unoccupied	___ commercial ___ park
___ structure	___ both	___ work in progress	___ education ___ private
___ site	Public Acquisition	Accessible	___ entertainment residence
<input checked="" type="checkbox"/> object	___ in process	___ yes: restricted	___ government ___ religious
-	___ being considered	<input checked="" type="checkbox"/> yes: unrestricted	___ industrial ___ scientific
	<input checked="" type="checkbox"/> not applicable	___ no	___ military ___ other: vacant
			___ transportation

4. Owner of Property: (give names and mailing addresses of all owners)

name Consolidated Rail Corporation

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

Land Records Office of Charles County liber 312

street & number Charles Street folio 242

city, town La Plata state MD

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. CH-463 (PACS B32)

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Resource Count: 2

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Located on the east side of Leonardtown Road, south of Route 231 are two concrete mile posts associated with the Southern Maryland Railroad. The Southern Maryland Railroad line extends north-south through Hughesville, parallel with Leonardtown Road. The first mile post is located on the west side of the right-of-way and faces north. The post is inscribed with "MP 13". The second mile post is located on the east side, south of the first post. The second post faces south and is inscribed with "W". The railroad line has been abandoned and the tracks have been removed.

8. Significance

Survey No. CH-463 (PACS B32)

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archaeology-prehistoric	<input type="checkbox"/> Community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communication	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	circa 1940	Builder/Architect	Unknown
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check:	Applicable Criteria:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D			
	and/or							
	Applicable Exceptions:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> F	<input type="checkbox"/> G
	Level of Significance:	<input type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local				

Prepare both a summary paragraph of significance and a general statement of history and support.

The Concrete Markers were constructed circa 1940 as mile posts for the Southern Maryland Railroad in the Hughesville area. The line has been abandoned and the tracks have been removed.

The Maryland Colony was granted by King Charles I to Lord Baltimore in 1632. Two years later, the first European community was established at St. Mary's City. Subsequent colonization moved north, along the Potomac and Patuxent Rivers. As settlers migrated away from St. Mary's City, the formation of a new county became necessary. In 1658 Charles County was founded in an area originally inhabited by Algonquins of the Powhatan Confederacy. Road clearing began in the mid-eighteenth century as a result of the establishment of port towns and Maryland's rising population. Tobacco cultivation dominated the economic and social life of Charles County until the mid-nineteenth century when soil exhaustion required agricultural diversification. The introduction of rail lines in the late nineteenth century linked Charles County with the north and south, encouraging trade. While the suburbanization of Charles County was ensured by the widespread availability of the automobile in the mid-twentieth century, the County has retained its rural and agricultural character.

The area that became Hughesville was located in Lord Baltimore's grant of 6,879.9 hectares (17,000 acres) of Newport Hundred to Major William Boarman during 1650-1699. This land included the region "east of Zachiah Swamp" and became known as Boarman's Manor. Hughesville does not appear on an 1840 Map of a Part of Maryland, and Fisher's 1852 Gazetteer of the State of Maryland did not list the community. Hughesville was located at the crossroads of two of the main routes through Charles County: Burnt Store to Patuxent City and on to Annapolis, (Burnt Store Road and Prince Frederick Road/Route 231) and Bryantown to Charlotte Hall and on to St. Mary's City (Leonardtwn Road/Route 5). Accordingly, Hughesville is shown on Martenet's 1866 Map of Maryland, Atlas Edition. The 1871 State Gazette and Merchants and Farmers Directory for Maryland and the District of Columbia called Hughesville a "post town." Bland's 1887 Maryland Directory and State Gazetteer listed both Episcopal and Roman Catholic churches in Hughesville as well as a Friends' school, four (4) general merchandise stores, two (2) saloons, two (2) undertakers, a wheelwright, a blacksmith, a tobacco buyer, and a population of fifty (50). Gannett's 1904 Gazetteer of Maryland defined Hughesville as a "post village...on the Washington, Potomac and Chesapeake Railroad" (Gannett 1904: 43). By 1906 the community was known as "a station of the Southern Maryland Railroad...and a banking town" with two (2) physicians, two (2) general stores, two (2) blacksmiths, a grist and saw mill, a flour mill, an undertaker and livery, a hotel, a hotel and saloon, a grocer and saloon, an insurance salesman, and a population of 150 (Polk 1906: 667).

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Mile posts along the Southern Maryland Railroad

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8. Significance (Continued)

Railroads became the primary form of transport after the Civil War, increasing the transportation network. The presence or absence of a railroad could result in prosperity or economic depression for a nineteenth-century community. New rail stations were principally located at pre-existing towns or villages. Some stations, however, evolved into new communities. Many villages on or near rail lines developed into service centers for the surrounding rural areas.

Desire for a Charles County rail line was noted as early as 1854 in the Port Tobacco Times (Klapthor and Brown 1995: 138). Three rail lines were established in Charles County in the nineteenth century. The route of the Southern Maryland Railroad through the project area was surveyed in 1868. State Directories and Gazetteers, railroad maps, United States Geological Survey maps, and the Charles County Land Records variously refer to the Southern Maryland Railroad from 1872 to 1948 as the Washington City and Point Lookout Railroad, the Washington, Potomac and Chesapeake Railroad, and the Washington, Brandywine and Point Lookout Railroad. Rail lines in other areas of Charles County included the Baltimore & Potomac Railroad, a subsidiary of the Pennsylvania Railroad, operational in 1872, and the Chesapeake Beach Railroad, which carried its first passengers in 1898.

The southern Maryland route was surveyed from the Pennsylvania Railroad at Brandywine in Prince George's County to Point Lookout in St. Mary's County (Klapthor and Brown 1995: 140). The Southern Maryland Railroad Company was organized "for the purpose of constructing a railroad, with the necessary branches, from Washington City ... to Point Lookout, on the Chesapeake Bay" (Washington 1874: 5). The route of the line through Charles County was determined in part by an agreement between Benjamin and Mary Bowling (MHT# CH-414) with the Southern Maryland Railroad Company. The company agreed to locate the rail line through land owned by the Bowlings, for which the company paid the Bowlings \$10 per acre in stock (Deed Book JST 4, Folio 719). Stations of the Southern Maryland included Brandywine, Gallant Green and Hughesville (Bland 1887: 248-49, 437).

This railroad was intended to provide a profitable passenger and freight service connecting southern Maryland and its ports on the Chesapeake Bay to Washington D.C., northern rail lines and coalfields in western Maryland, Pennsylvania and Virginia (Hammett 1977: 233). However, the railroad was never completed to the Chesapeake Bay or to Washington, D.C. Although the Southern Maryland Railroad was incorporated in 1868, it was not until 1881 that trains actually served stations south of Hughesville: Charlotte Hall and the terminus at Mechanicsville in St. Mary's County (Hammett 1977: 236). During its existence, this railroad carried local products such as agricultural goods, scrap iron and pulp wood to markets in Baltimore (Brown et al. 1976: 42). The railroad provided only sporadic service over the course of its existence; trains were reduced or canceled during years of low agricultural production or economic depression. A summary of Charles County amenities in 1887 mentions only the Baltimore and Potomac Railroad which ran south from Prince George's County through Charles County to Pope's Creek on the Potomac River (Bland 1887: 246).

Under the Southern Maryland Railroad and its successors, the financial instability of the line resulted in a nearly two-year suspension of all trains beginning in 1889 (Hammett 1977: 236-237). The trains never ran beyond the town of Forrest Hall, less than 4.8 kilometers (3 miles)

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8. Significance (Continued)

southeast of Mechanicsville in St. Mary's County, although the company had graded the route as far as California, about 40.2 kilometers (25 miles) southeast of Hughesville (Hammett 1977: 237). In 1918 a cooperative of farmers and local businessmen bought the company primarily to preserve access to freight service (Hammett 1977: 239). The United States government subsequently acquired the route in 1942 to supply the Patuxent Naval Air Station (Klapthor and Brown 1995: 140).

This rail line connected Hughesville with the north from the late-nineteenth through the mid-twentieth century and is no longer used. Given that the railroad, though important, was often an unreliable means of transportation, the development of Hughesville had seemingly little dependance on the railroad.

National Register Evaluation:

Constructed circa 1940, the mile posts along the Southern Maryland Railroad are not eligible for the National Register of Historic Places. The objects are not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. The Southern Maryland Railroad was a small spur line from the Pennsylvania Railroad at Brandywine leading to Mechanicsville. The line was never completed to its planned terminus at Point Lookout, St. Mary's County. The impact of the Southern Maryland Railroad upon Hughesville was limited; it did not produce significant or sustained growth of the community; unlike, for example, the effect of the Pope's Creek Branch of the Baltimore and Potomac Railroad upon La Palta. Historic research indicates the objects have no association with persons who have made specific contributions to history, and therefore, they do not meet Criterion B. They are not eligible under Criterion C, as the mile posts lack distinctive design features and aesthetic value. Finally, the objects have no known potential to yield important information, and therefore, are not eligible under Criterion D.

MARYLAND HISTORICAL TRUST

Eligibility recommended _____

Eligibility Not Recommended ☒ _____

Comments _____

Reviewer, OPS: *[Signature]*

Date: *5/12/98*

Reviewer, NR Program: *[Signature]*

Date: *5/24/98*

9. Major Bibliographical References Survey No. CH-463 (PACS B32)

See Continuation Sheet

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Hughesville, MD

Quadrangle scale 1:24,000

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Caroline Hall/Tim Tamburrino

organization P.A.C. Spero & Company

date January 1997/revised February 1998

street & number 40 W. Chesapeake Avenue, Suite 412

telephone (410) 296-1635

city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

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MARYLAND HISTORICAL TRUST

STATE HISTORIC SITES INVENTORY FORM

RESOURCE NAME: Mile posts along the Southern Maryland Railroad

SURVEY NO.: CH-463 (PACS B32)

ADDRESS: East of 8505 Leonardtown Road, Hughesville, Charles County

9. Major Bibliographical References (Continued)

- Bland, John R., ed. The Maryland Directory and State Gazetteer. Baltimore: The Baltimore Publishing Company, 1887.
- Brown, Jack D., et al. Charles County, Maryland, A History. La Plata: Charles County Bicentennial Committee, 1976.
- Charles County Department of Assessment and Taxation. 101 Catalpa Drive, La Plata, Maryland.
- Charles County Land Records Office. Charles County Courthouse, Charles Street, La Plata, Maryland.
- Fisher, R.S. Gazetteer of the State of Maryland, Compiled from the Returns of the Seventh Census of the United States, and Other Official Documents. Baltimore: James S. Waters, 1852.
- Gannett, Henry. A Gazetteer of Maryland. Department of the Interior, United States Geological Survey, Bulletin No. 231, Series F, Geography, 39. Washington, D.C.: Government Printing Office, 1904.
- Glassie, Henry. Patterns in the Material Folk Culture of the Eastern United States. Philadelphia: University of Pennsylvania Press, 1968.
- Gottfried, Herbert and Jan Jennings. American Vernacular Design, 1870-1940. Ames, Iowa: Iowa State University Press, 1988.
- Gowans, Alan. Styles and Types of North American Architecture. New York: Harper Collins, 1992.
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- Hammett, Regina Combs. History of St. Mary's County, Maryland. Ridge, MD: Regina Combs Hammett, 1977.
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- KCI Technologies, Inc. Draft Historic Context for the U.S. 301 South Corridor Transportation Study, Prince George's and Charles Counties, Maryland. Prepared for the Maryland Department of Transportation, State Highway Administration, August 1996.
- Klapthor, Margaret Brown, and Paul Dennis Brown. The History of Charles County, Maryland. La Plata: Charles County Tercentenary, Inc., 1958.
- Klein, Marilyn W. and David P. Fogle. Clues to American Architecture. Washington D.C. and Philadelphia: Starrhill Press, 1986.

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MARYLAND HISTORICAL TRUST
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RESOURCE NAME: Mile posts along the Southern Maryland Railroad

SURVEY NO.: CH-463 (PACS B32)

ADDRESS: East of 8505 Leonardtown Road, Hughesville, Charles County

9. Major Bibliographical References (Continued)

Map of a Part of Maryland, Copied from the Geological State Map. 1840. Maryland Historical Trust, Crownsville, Maryland.

Martenet, Simon J. Martenet's Map of Maryland, Atlas Edition. Baltimore: Simon J. Martenet, 1866.

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Martenet, Simon J. Martenet's Map of Maryland and District of Columbia, Including a Sketch of Delaware and Parts of Pennsylvania, Virginia, and West Virginia. Baltimore: Simon J. Martenet, 1885.

Maryland, Delaware and District of Columbia State Gazetteer and Business Directory 1906-1907. Baltimore: R.L. Polk & Co., 1906.

McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1983.

Meyer, Richard E., ed. Voices of American Culture. Ann Arbor, Michigan: UMI Research Press, 1989.

P.A.C. Spero & Company. Maryland Historic Context, Montgomery County and Prince George's County, Intercounty Connector Project. Volume I. Prepared for the Maryland Department of Transportation, State Highway Administration. Baltimore: P.A.C. Spero & Company, October 1996.

Rand McNally & Company. Handy Railroad Atlas of the United States. 1948. Reprint, Waukesha, Wisconsin: Kalmbach Publishing Co.

Rifkind, Carole. A Field Guide to American Architecture. New York: Signet Press, 1980.

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ited States Geological Survey. Brandywine Quadrangle. 1962.

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RESOURCE NAME: Mile posts along the Southern Maryland Railroad

SURVEY NO.: CH-463 (PACS B32)

ADDRESS: East of 8505 Leonardtown Road, Hughesville, Charles County

9. Major Bibliographical References (Continued)

United States Geological Survey. Brandywine Sheet. 1892.

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Bond, Mortgage, Lease to Baltimore and Ohio Railroad. Washington, D.C.: Chronicle
Publishing Company, 1874.

Wearmouth, John M. Charles County's Railroad. Prince George's County Historical Society,
Glendale, Maryland.

Wells, Camille, ed. Perspectives in Vernacular Architecture, Columbia, Missouri: University of
Missouri Press, 1986.

Wells, Camille, ed. Perspectives in Vernacular Architecture, II, Columbia, Missouri: University
of Missouri, 1987.

MARYLAND HISTORICAL TRUST
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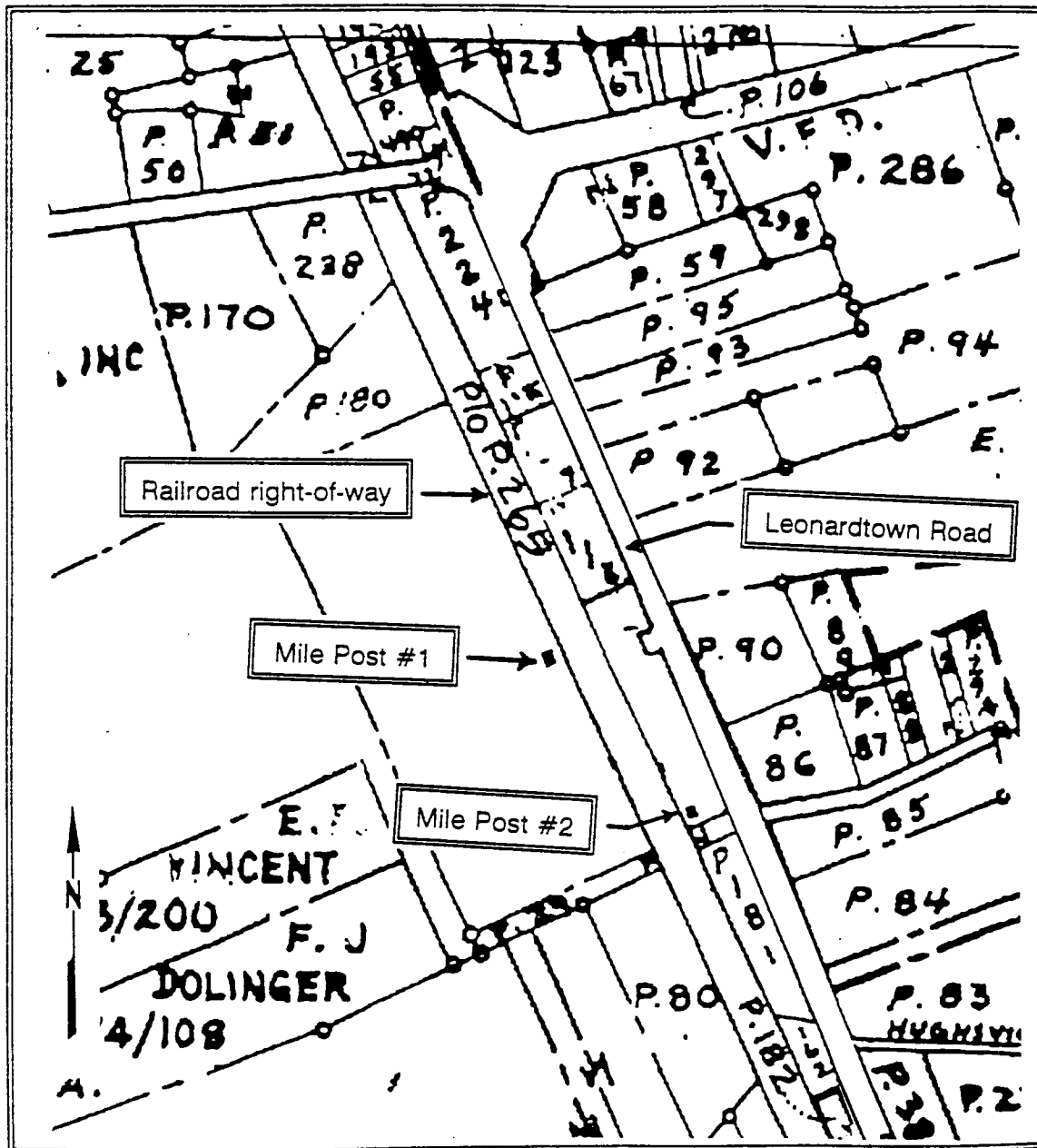
RESOURCE NAME: Mile posts along the Southern Maryland Railroad

SURVEY NO.: CH-463 (PACS B32)

ESS: East of 8505 Leonardtown Road, Hughesville, Charles County

10. Geographical Data (Continued)

Resource Sketch Map:



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MARYLAND HISTORICAL TRUST
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RESOURCE NAME: Mile posts along the Southern Maryland Railroad

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Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Period Theme (s):

Modern Period A.D. 1930-present

Prehistoric/Historic Period Theme(s):

Transportation

RESOURCE TYPE:

Category (see Section 3 of survey form):

Object

Historic Environment (urban, suburban, village, or rural):

Suburban

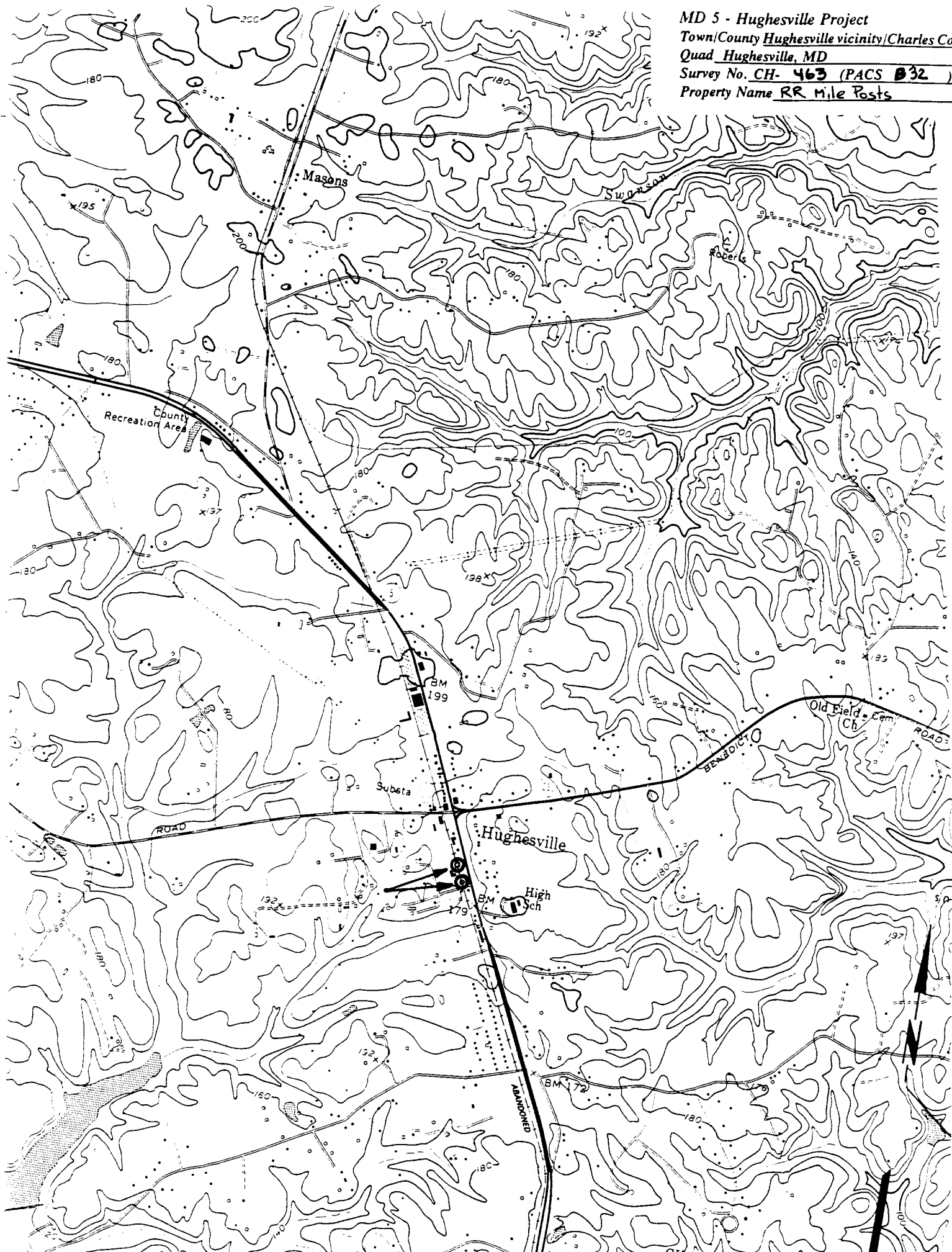
Historic Function(s) and Use(s):

Mile posts along the Southern Maryland Rail line

Known Design Source (write none if unknown):

None

MD 5 - Hughesville Project
Town/County Hughesville vicinity/Charles Co
Quad Hughesville, MD
Survey No. CH- 463 (PACS 032)
Property Name RR mile Posts





- 1- CH 463
- 2- Concrete Marker along Southern Maryland Railroad
- 3- Charles County, MD
- 4- Tim Tamburino
- 5- January 1997
- 6- MD SHPO
- 7- Baptist Church + Railroad, view N
- 8- 1 of 2



- 1 CH- 463
- 2 Concrete Marker along Stream - MD Railroad
- 3 Charles County, MD
- 4 Tim Tamburino
- 5 January 1997
- 6 MD SHPO
- 7 RR concrete Markers, Sunrise Pl + RR,
View S
- 8 2 of 2